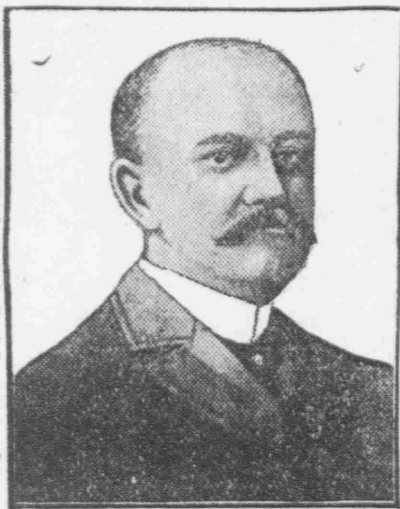


PLEASES POLITICIANS.

Assistant Postmaster General's Order
Relating to Partisan Activity
of Office Holders.

The recent order of Assistant Postmaster General Wynne, defining the lengths to which postmasters may go in their desire to render service to the political party of their choice, is based upon a letter written by President Roosevelt, and therefore correctly interprets the views of the administration on this important question. Under some of the presidents, postmasters as well as other federal office holders, have practically been deprived of many of their inherent rights as citizens and required to maintain a pose of absolute neutrality and non-combative-



ROBERT J. WYNNE.
(First Assistant Postmaster General.)

ness in each succeeding political campaign.

According to President Roosevelt's way of thinking, however, the federal office holder has rights as a citizen and will be permitted, within certain broad lines, to exercise them. For instance, it will now be permissible for postmasters—and this ruling will apply to all federal employees—to join political clubs, attend political conventions as delegates, and, should they desire to do so, to contribute to campaign funds. They ought not, however, in the president's judgment, to become unduly active in campaign work. In other words, he would not have them acting as the chairman of political conventions, or of campaign committee, or in any other way setting the pace within their parties as leaders. But as followers—high privates in the rear ranks of partisanship—they will have full rights and be protected in their exercise.

This new ruling is much more liberal than any that has been made on this question for many years, and it will be welcomed by thousands of postmasters, big and little, in all parts of the country.

WARREN B. KNISKERN.

Position of Passenger Traffic Manager
Created for Him by the
Northwestern System.

It was announced recently from the Chicago & Northwestern railway headquarters that W. B. Kniskern had been promoted to the position of passenger traffic manager of the system, an office created for him.

Mr. Kniskern's long service in Chicago with the Northwestern and his connection with other railroad companies of the country have given him



WARREN B. KNISKERN.
(Passenger Traffic Manager Chicago & Northwestern System.)

a wide acquaintance. His standing in the railroad world has been of the highest.

His regular promotions from the small beginning as office boy to the head of the passenger department of the company with which he is now connected is an evidence of the ability and business qualifications which have won him his reputation.

Mr. Kniskern has devoted his entire business life to railway work. He was first with the Illinois Central railroad, by which he was employed as office boy in 1869. His first connection with the Chicago & Northwestern railway was from 1873 to 1876, during which period he filled various clerical positions with the general passenger and general ticket departments of that company.

From 1876 to September 1, 1885, he was employed by the Louisville & Nashville Railroad company at Louisville, Ky., and New Orleans. He re-entered the service of the Northwestern on September 1, 1885, coming to Chicago as assistant general passenger agent. He was appointed assistant general passenger and ticket agent January 1, 1890, and general passenger and ticket agent January 1, 1895. He has held the last named position up to the present.

PRESENT NAVAL FORCE.

Rear Admiral Taylor Declares That a
Big Increase Must Be Made
Very Soon.

Forty thousand men will comprise the enlisted force personnel of the navy if Rear Admiral Henry C. Taylor, chief of the bureau of navigation, can bring it about. In his next annual report Rear Admiral Taylor will recommend a substantial increase in the number of men authorized by law. The limit of enlistments now fixed is 25,500, and while this is sufficient for the present needs of the navy, it will not be high enough to permit the commissioning of ships under construction and



ADMIRAL HENRY C. TAYLOR.
(Chief of the Bureau of Navigation at Washington.)

which congress will authorize in the next few years.

For the two battleships and two armored cruisers recently appropriated for 2,500 men will be required. For the 18 battleships built or under construction 9,805 men are required. Adding to this number the crews needed for the proposed battleships almost 11,000 men, nearly half of the present effective force, will be required to man this type of man of war alone.

When all the armored cruisers authorized are built the United States will possess ten of this class and they will require 7,197 men properly to care for and fight them. The line of battleships, therefore, must have 17,002 men in order to go into action. Besides these ships, crews must be provided for ten monitors, 27 cruisers, 46 gunboats, 60 torpedo boat destroyers and torpedo boats, and a number of auxiliary vessels.

Of course, all these vessels will not in time of peace be kept in commission, but a goodly proportion of them must be continued in service, and 40,000 men will be needed for them. Rear Admiral Taylor does not intend to recommend in his forthcoming annual report that the enlisted force be increased from 25,500 to 40,000 men. The increase he will suggest will be gradual, and will extend over a number of years.

At the same time the rear admiral believes the navy should have an ample number of men who can be trained in the serious business of war and be ready for action when the moment arrives.

Rear Admiral Taylor's views with respect to the increase of the enlisted personnel are understood to be in harmony with those entertained by the president and Secretary Moody. In his annual message the president is expected by the navy to repeat his recommendation for an increase not only of men but of officers.

CHARLES R. VAN HISE.

Probable Choice of the Regents for
the Presidency of the University
of Wisconsin.

Charles Richard Van Hise, who it is understood is slated for the presidency of the University of Wisconsin, is an American geologist of note and like-



CHARLES R. VAN HISE.
(Slated for the Presidency of the University of Wisconsin.)

wise an educator of proved and competent executive ability. Should he rise to this prominent position Prof. Van Hise will be one of the youngest of the important college presidents in the country. He is a native of Wisconsin, 45 years old and a classmate in the state university of Gov. La Follette. Immediately upon his graduation he was made a member of the teaching staff and somewhat later was appointed to the chair of geology, a post he has held up to the present time. Since 1883 Prof. Van Hise has had charge of the Lake Superior division of the United States geological survey. He is an author of several monographs that have won attention abroad and at home and in addition to all these scholarly attainments he is one of the most popular men in the university.

Announcement

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Ladies' Solid Gold Rings, \$1, \$1.50, \$2.50 and \$3.50; worth twice the price;
Ladies' Genuine Diamond Rings, \$5 up to \$100; all of them gems.
Ladies' Solid Gold Lorgnette Chains, \$7 up to \$16; all the latest styles.
Ladies' Solid Gold Brooches, \$2.50 up to \$25.
Gents' Solid Gold Dumb-bell Sleeve buttons, \$3.50; a useful present.
Gents' 14k. Gold-filled Chains, \$2.00 warranted for five years' wear.
Gents' Diamond Sleeve Buttons, \$5 up; a little gem in each button.
Gents' Diamond Studs, \$7.50 up.
Gents' Solid Gold Rings, with genuine stones, from \$4 up.
Solid Silver Thimbles, 25c.
Solid Silver Teaspoons, from \$4.00 half dozen up.
Ladies' Silver Watches, \$4 and \$5.

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| North Carolina Corn Whiskey | 20c pt |
| Apple Brandy | 20c pt |
| Pure Old Rye Whiskey | 30c pt |
| Buttercup Rock and Rye | 25c pt |

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Kitty—The idea! Of course not. A drenching shower came on all of a sudden.—Boston Transcript.

The Labor. Hobbs—I hear you have a political job. Is it hard work?
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